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Work Accidents and the Law. By CRYSTAL EASTMAN. New York, The Russell Sage Foundation, 1910.—332 pp.

This is one of the six volumes in which the findings of the Pittsburg survey are recorded. No higher praise can be accorded to it than to say that it is worthy of the company of the other volumes and, equally with them, does credit to all concerned in its preparation—the investigator and writer, Crystal Eastman, the general editor, Paul U. Kellogg, and the financial mainstay, the Russell Sage Foundation. In addition to the record of work accidents in the Pittsburg district the volume contains a number of valuable appendices, including a full and cheering account of the safety provisions in the United States Steel Corporation, extensive quotations from the first report of the New York State Employers' Liability Commission, and the rules of the industrial accident department of the International Harvester Company and associated companies.

In the main the volume is a piece of descriptive sociology, which shows both a scientific thoroughness which will appeal to the trained economist and a degree of sympathy which will touch the social worker and the layman. Its statistics are full, impartial and carefully analyzed; they are presented fairly, with no visible bias, no predetermination to prove a case. The statistics are vitalized by human documents that tell, sometimes in words that throb and burn, the "short and simple annals of the poor"—the chance that snipped the thread from which a sword of Damocles ever hangs over the heads of the industrial workers, the agony and anxiety in hospital, the suffering and struggle of widow and children, the penury of relatives saddled with the care of the bereaved, the losses of society from the toll of life and limb and the farcical inadequacy of the employers' liability law.

In spite—or by reason—of its impartiality the volume is a convincing brief for the abolition of the antiquated doctrine of employers' liability in favor of the modern and humane doctrine of stated compensation for accidents. Herein lies its chief usefulness. Though the accidents investigated all occurred in Allegheny county, Pennsylvania, from July 1, 1906, to June 30, 1907, the district is so far typical of the industrial regions of America, and the law and custom were so far alike in all the states when the report was made, that the main conclusions drawn from this local investigation apply to the whole country. In this one county in one year 526 men were killed by work accidents; and in three months 509 men, injured in such accidents, were received at the hospitals of the county. Of these, 76 men suffered a serious permanent injury—

loss of a leg, foot, arm, hand, crippling of one or both legs or arms, loss of an eye, crippled back, rupture or the like. Chief among the industries which entailed this cost of life and limb were the railways, the soft-coal mines and the steel works. Each of these is described so vividly, with its inherent and special perils, that the reader wonders why men will incur such risks for wages at all and where the older economists found the basis of their assumption that wages are higher in proportion to the disagreeableness and danger of the task.

Thirty-two per cent of the fatal accidents can be attributed in a measure to some fault of the victims, and twenty-one per cent were due to actual carelessness. The remainder were caused by ignorance, youth, physical weakness or drunkenness. In 56 out of 410 fatalities there were indications of some responsibility on the part of fellow-workmen; in 28 fatalities some act or omission on the part of fellow-workmen was the sole cause. Most of the fatalities "can be laid to imperfect inspection." Some of the defects "prove inexcusable neglect"; but most of them are explained "by the speed and pressure of work."

To reduce this "butcher's bill" (to use the phrase of the president of the British Local Government Board) is a paramount national duty. How? In the chapter on "Suggestions for Prevention" these hints are given:

The industrial accident rate can be reduced by better factory acts, making safety requirements that shall be more definite and capable of enforcement, and extending those safety requirements so as to cover, for instance, the stringing of electric wires in mills, the placing of hand rails along crane runways. A state safety appliance act for railroads, bringing requirements up to the standard set by the federal act, could be enacted. . . . Inspectors should possess a technical mastery of the industry they deal with, inspection must be thorough and frequent and the penalty for failure to comply with orders must be swift and sure. Furthermore, a shorter workday in all employments where accidents are common, could be secured directly by legislation. But other preventable conditions must be dealt with for the most part indirectly, through the will of the employer . . . [The law can] with but little effect prescribe how often chains are to be inspected, or at what stage a defective car is to be retired from use, or what part of the work is to be done by ignorant foreigners, or at what speed it is to be carried on. To reach this group of causes, the prevention of accidents must be made of primary importance to each employer.

Under existing laws the employer bears but a slight proportion of the cost of accidents. "In over one-half of the deaths and injuries resulting from a year's work accidents the employers assumed absolutely

no share of the inevitable income loss." In the great majority of the remaining cases they paid an "exceedingly small part of the income loss." "The community bore an inconsiderable share of the loss." Therefore the loss fell "directly and almost wholly and, in all likelihood, finally upon the injured workmen and their dependents." What did this distribution of the burden involve? In 55 out of the 132 families whose stories could be ascertained, "the widow went to work within a year after her man was killed." This almost invariably means hard work, long hours, poor pay and, in most cases, children neglected. "It is the bitter unequal struggle of one person trying to do the work of two." Among these families more than 470 children were left fatherless and 22 were put to work as a result of the accident, 15 of them being under sixteen. And thus the pitiful tale proceeds, with exact, indisputable evidence in case after case of a lowered standard of living, bitter struggle, heroic endurance, amazing family generosity and often, inevitably, final failure.

A chapter which shows the failure of the employers' liability law leads to a digest of the accident compensation laws of Germany, Great Britain and France and the statement, finally, of three requirements in legislation: (1) Every serious accident must be made a certain and considerable expense to the employer. (2) A considerable share of the economic loss must be shifted to the whole body of consumers. (3) The possibility of disputes between the parties must be reduced to a minimum.

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STAPLETON, STATEN ISLAND, NEW YORK.

Twenty Years at Hull House, with Autobiographical Notes.

By JANE ADDAMS. New York, The Macmillan Company, 1910.—462 pp.

This volume is invaluable as a human document. It is a beautiful memorial to a father and a wonderful revelation of a life given to a great purpose. In its style it is transparent and simple, but it is filled with subtle suggestion. It is not a book that should be lightly skimmed. Throughout there is a constant searching for the fuller meaning of human life; and underneath all the tentative inquiry and sometimes apparent groping there is a strong faith and a definite and clear conviction that have given unity to the whole life so vividly described.

The first chapter shows us an almost super-sensitive child, brought up under simple conditions, which yet were most advantageous for intellectual and spiritual development. The picture of the father, who